

1896.

HULL & GOOLE PORT SANITARY AUTHORITY.

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH.

J. WRIGHT MASON, M.B., C.M., D.P.H., M.R.C.S.E.,

Medical Officer of Health.

HULL:

M. HARLAND & SON, PRINTERS, MANOR STREET.

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With the Compliments of the Medical Officer of Health.

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HULL AND GOOLE PORT SANITARY AUTHORITY.

*Constituted by an Order of the Local Government Board,
dated 11th June, 1887.*

Members elected by the Corporation of Kingston- upon-Hull.

MR. ALDERMAN EVAN FRASER (*Chairman*),
MR. COUNCILLOR S. COHEN,
MR. COUNCILLOR W. G. MILLINGTON, J.P.

Members elected by the Urban Sanitary Authority for the district of Goole.

MR. T. C. TURTON (*Deputy-Chairman*),
MR. R. H. HUNTINGTON.

HULL AND GOOLE PORT SANITARY AUTHORITY.

Officers of the Authority—

R. HILL DAWE, *Clerk.*

JOHN W. MASON, M.B., C.M., D.P.H., M.R.C.S.E.,
Medical Officer of Health.

JOHN B. CLOSE, M.D., L.R.C.P.L., M.R.C.S.E.,
Deputy Medical Officer of Health.

M. D. PENNEY, F.C.S., *Analyst to the Authority.*

WILLIAM H. CRANE, Certified Associate Sanitary
Institute, *Port Sanitary Inspector.*

FRANK STOKES, *Assistant Port Sanitary Inspector.*

Offices of the Authority—

3, Minerva Chambers,
Humber Dock Side, HULL.
East Parade, GOOLE.

REPORT.

During the year I have made 28 inspections, and your Deputy-Medical Officer of Health 10 inspections of vessels, either for the purpose of investigation as to the causation of disease, the removal of sick persons suffering from infectious disease to the Hospital, or the remedying of sanitary defects.

Vessels inspected during the year, from January 1st to December 31st, 1896 :—

British Steam Ships, Hull	...	...	...	1772
„ Sailing „ „	...	...	...	440
„ Steam Fishing Vessels, Hull	...	...	...	169
„ Sailing „ „	...	...	...	244
Foreign Steam Ships, Hull	...	...	...	621
„ Sailing „ „	...	...	...	260
				—3506
British Steam Ships, Goole	...	...	...	710
„ Sailing „ „	...	...	...	154
Foreign Steam „ „	...	...	...	27
„ Sailing „ „	...	...	...	110
				—1001
				—
				4507
Extra Inspections of work in hand...	...	...	...	439
Do. „ to see regulations carried out				63
				—
Total number of Inspections	...	...	...	5009

The Nationalities of the vessels were as follows :—

British	...	...	...	...	3479
Norwegian	...	...	...	...	289
Swedish	...	...	...	...	286
Danish	...	...	...	...	113
Russian	...	...	...	...	103
Dutch	...	...	...	...	95
German	...	...	...	...	94
French	...	...	...	...	18
Italian	...	...	...	...	10
Belgian	...	...	...	...	9
Greek	...	...	...	...	5
Spanish	...	...	...	...	4
Austrian	...	...	...	...	1
American	...	...	...	...	1

4507

DIRTY FORECASTLES.

The forecastles or deck houses in 87 British and 19 Foreign vessels respectively have been either cleansed, painted, or limewashed.

They were of the following nationalities, namely :—

British	...	...	...	87
Swedish	...	...	...	6
Norwegian	...	...	...	5
Russian	...	...	...	2
Spanish	...	...	...	1
Greek	...	...	...	1
Austrian	...	...	...	1
German	...	...	...	1
Italian	...	...	...	1

Total 105

STRUCTURAL DEFECTS.

Defects.	Cases.	Remedied.
Defective drainage	48	35
„ lighting	6	6
„ side port lights	16	15
„ ventilation in crews' spaces	37	31
„ pans to deck water-closets	6	6
„ stoves and stove-piping, causing smoky fore- castles	9	7
„ deck leaking on to men's beds	8	8
„ forecastle flooring, causing filth to lodge between the iron and wood deck	3	3
„ deck urinals	3	3
„ valve to sluice in fore peak	1	1
Communication between forecastles and w.c's	9	9
„ between donkeyman's berth and w.c... ..	1	1
Wet forecastles, caused by leakage from head of hawse pipes	7	6
Damp beds, caused by the near situa- tion of the bunks to vessel side	3	3
„ by moisture dripping off the overhead iron beams	6	5
„ by the near situation of the bunks to a sweating bulkhead	1	1
Carried forward...164		140

Brought forward...164			140
Damp beds caused by moisture dripping off the overhead iron deck plate and beams...			
	1	...	1
,, by crews' beds being in contact with shanks of davits			
	3	...	3
,, by moisture dripping off the overhead iron deck and beams			
	13	...	12
,, by moisture dripping off the overhead iron deck and insufficient depth of board back of the bunks to protect the crew from condensation on the vessels' side			
	7	...	5
,, by moisture dripping off the iron overhead deck and beams in a donkey-man's berth			
	6	...	6
,, in a boatswain and cooks' berth			
	2	...	2
,, in a officers' berth ...			
	2	...	2
,, in a cook and donkey-man's berth			
	1	...	1
Unventilated deck water-closets ...			6
Total			178

All are known to have complied with requirements, except where vessels have had to leave Hull. In such cases arrangements have been made for the work to be

done at the Ports the vessels were bound to, the Inspectors being notified of their departure from this Port.

During the year 266 letters of caution and 31 statutory notices have been sent to the owners and masters of vessels relating to the above-named defects.

PARTICULARS OF NUISANCES ON BOARD SHIP.

On Wednesday, May 13th, your Inspector inspected the Russian s.s. "Astrea," from Hango, with 289 emigrants on board. He found the vessel in an insanitary condition, caused by (1) The wet and dirty condition of the 'tween decks; (2) Defective lighting to the 'tween decks aft; (3) Leakage of water from overhead deck into the second cabin; (4) Insufficient water-closet accommodation.

The agents and owners were written to, and the vessel was thoroughly overhauled and placed in a sanitary condition.

On Sunday, May 24th, your Inspector inspected the Danish s.s. "Pregel," from Libau, with 20 emigrants on board. He found them in the hold without proper sleeping accommodation, and informed the master that in the interests of public health it was most necessary that efficient accommodation should be provided, which the Master agreed to have carried out forthwith. On Sunday, July 5th, the vessel arrived at Hull, having on board 52 emigrants. Proper accommodation and fittings had been provided, and the vessel was found in good order.

On Friday, August 28th, your Inspector inspected the Swedish s.s. "Timsah," from Stocka. The forecastles were found without ventilation, and in a wet condition throughout, caused by the sweating overhead deck, iron beams, and the vessels sides. He gave written instructions to the Master to provide efficient ventilation, and to use

the best means to place the forecastle in a sanitary condition. The Master promised to carry out his suggestions.

A great improvement in the forecastle had taken place before the vessel left Hull.

On board the ketch "Thomas and Elizabeth," the forecastle was found being used as a store room. The crew, three in number were occupying the cabin aft, there being only two sleeping berths. Written instructions were given the master to provide proper accommodation for one hand in the forecastle, by removing the stores and cleansing and limewashing it throughout, which was attended to.

BOW LOCKERS.

On board of fifteen vessels the bow lockers in the forecastles were found in a dirty condition. The masters were written to, and the lockers were thoroughly limewashed.

PAINT LOCKERS.

On twelve vessels the bow lockers were used for the storing of paints, leads, &c. Orders were given for their removal clear of the crews' births, and in each case attended to before the vessels left Hull.

FORE PEAKS.

On five vessels the peaks were found in a dirty and foul condition, causing a nuisance in the forecastles. Orders were given to cleanse and disinfect, which were carried out.

DAMP DECK-HOUSE.

On Monday, December 14th, your Inspector inspected the Swedish brig Amanda, from Sunswald. The crew's deck-house was found in a wet condition throughout. Your Inspector advised the Master to provide a

stove, which he at once complied with, so abating the nuisance.

NUISANCE FROM FOWLS.

On seven vessels the houses for keeping fowls were found in a filthy condition causing a nuisance. Your Inspector gave orders for them to be cleansed and disinfected, which were attended to.

FOUL CATTLE SHIP.

On Tuesday, November 17th, your Inspector inspected the British steamship Avondale, from Newcastle. The main waterways and deck were found in a dirty and foul condition, caused by stagnant liquid filth. The false deck was also defective, and allowed liquid matter to lodge between the two decks. Orders were given to raise the false deck, and to cleanse the waterways, and to disinfect throughout. Men were at once engaged to carry out the necessary work, but the vessel left port before its completion.

FOUL LIGHTERS.

During the year the lighters lying in the docks have been periodically inspected. In several cases a serious nuisance was found to exist, arising from stagnant bilge water in the bottom of the hold. The Owners were written to and steps were forthwith taken to abate the nuisance.

DIRTY BEDDING.

On two vessels the bedding used by emigrants (Russian Jews) was found in a filthy condition. Instructions were given for 26 beds to be destroyed.

EMIGRANT DEPOTS.

The Emigrant Depots have been inspected every week, and found in good order.

WATER SUPPLY.

On board 114 vessels the drinking water was found to have been taken in at suspicious ports, or from rivers. In each case the tanks or casks were emptied and cleansed.

On Monday, January 20th, your Inspector inspected the iron tank and wood tanks which were in use as receptacles for storing the drinking water on board the Norwegian barque "Golden Horn," from Fablo, Georgia. Owing to an outbreak of Typhoid Fever on board, he took samples of the water, and submitted them to the Port Analyst for his analysis and report thereon.

Iron tank—

	Grains per gall.
Oxygen absorbed in 4 hours	·0168

REMARKS—This water is remarkably free from organic impurities, but it is remarkably high in saline matters, and cannot be recommended for drinking.

The tank was emptied and cleansed.

Wooden tank—

	Grains per gall.
Total solids... ..	165·400
Chlorine	67·592
Equals sodium chloride	111·384
Free ammonia	Traces
Albnmenoid ammonia	·0091
Nitrogen as Nitrates	Traces
Oxygen absorbed in 4 hours	·1596

REMARKS—This water is very foul, and quite unfit to drink.

The tanks were at once emptied, and your Inspector advised the master to provide iron tanks in lieu of the

present wood ones. He agreed to condemn the present wood tanks, and to provide iron tanks.

On Tuesday, February 4th, your Inspector took a sample of drinking water from the tanks on board the s.s. "Gloucester City," from Smyrna, and submitted it to the Port Analyst for his analysis and report thereon.

	Grains per gall.				
Total solids...	49·28
Chlorine	12·42
Equals to sodium chloride	20·57
Free ammonia	·0014
Albumenoid ammonia	·0028
Nitrogen as Nitrates	Traces
Oxygen absorbed in 4 hours	·0308
Phosphoric acid	Very slight traces

REMARKS—This water is organically pure, and is good drinking water, though rather saline.

On Saturday, April 25th, your Inspector inspected the s.s. "Buckingham," from Buenos Ayres, via Deptford. He found the drinking water suspicious in its appearance, and took a sample from the tank on board and submitted it to the Port Analyst for his analysis, and report thereon.

	Grains per gallon.				
Total Solids	11·20
Chlorine	2·485
Equal to Sodium Chloride	4·095
Free Ammonia	Traces.
Albumenoid Ammonia	·0091
Nitrogen as Nitrates	Traces.
Equal to Nitric Acid	—
Oxygen absorbed in four hours	·1058
Phosphoric Acid	Traces.

REMARKS—This water is cloudy, and contains a good deal of organic matter—more than a good water ought to have.

The tanks were emptied and cleansed.

On Thursday, May 14th, your Inspector inspected the British s.s. “Inchgarvie,” from Alexandria; the crew were found in good health. Owing to the water in use for drinking purposes having been taken in at a cholera infected port, a sample was taken from the tank and submitted to the Port Analyst for his analysis, and report thereon.

					Grains per gallon.
Total Solids	...	...	...	...	13·72
Chlorine	...	...	...	...	1·24
Equal to Sodium Chloride...			...	...	2·04
Free Ammonia	...	...	...	...	None.
Albumenoid Ammonia	...	...	...	...	·0126
Nitrogen as Nitrates	...	...	...	...	None.
Oxygen absorbed in four hours	...	...	...	...	·2436
Phosphoric Acid	...	...	...	...	Heavy traces.

REMARKS.—This water is heavily charged with organic matter, as shown by the oxygen test, and cannot be considered a desirable fluid for drinking.

The tanks were emptied and cleansed.

On Thursday, May 21st, your Inspector inspected the s.s. “Woodleigh, with a crew of 25 hands from Taganrog. Owing to the drinking water having been taken on board at Kavac, a place near Constantinople, he took a sample from the tanks and submitted it to the Port Analyst for his analysis and report thereon.

					Grains per gallon.
Total Solids...	...	...	...	...	11·760
Chlorine	...	...	...	...	1·988
Equal to Sodium Chloride	...	...	...	...	3·276
Free Ammonia	...	...	...	...	Traces.
Albumenoid Ammonia	...	...	...	...	·0042
Nitrogen as Nitrates	...	...	...	...	None.
Oxygen absorbed in four hours	...	...	...	...	0·868
Phosphoric Acid	...	...	...	...	Heavy traces.

REMARKS—This water contains only a moderate amount of albumenoid ammonia, but it contains a considerable proportion of organic matter, indicated by the oxygen test, and by the blackening of the solids on ignition. It is not a desirable drinking water, and should be avoided when possible.

The tanks were emptied and cleansed.

On Friday, July 24th, your Inspector took a sample of water from the tanks of the Norwegian Barque "Sophie Helene," from Hayti, bound to Goole, and submitted it to the Port Analyst for his analysis and report thereon.

					Grains per gallon.
Total Solid ...	...	...	...	...	44·5200
Chlorine	...	...	...	...	18·6370
Equal to Sodium Chloride	...	...	...	...	30·7120
Free Ammonia	...	...	...	...	Traces
Albumenoid Ammonia	...	...	...	...	·0105
Nitrogen as Nitrates	...	...	...	...	None
Oxygen absorbed in four hours	...	...	...	...	·2850
Phosphoric Acid	...	...	...	...	Traces

REMARKS—The oxygen test shows that this water is

charged with organic matter; the Albumenoid Ammonia is not high, but the water is not a good wholesome fluid.

The tanks were emptied and cleansed.

On Wednesday, November 11th, your Inspector inspected the British s.s. "Eric," from Sulina, Malta and Gibraltar, and took two samples of water which was in use for drinking purposes from the tanks, and submitted them to Port Analyst for his analysis and report thereon.

"Sulina Water."

					Grains per gallon.
Total solids	...	...	...	...	20·72
Chlorine	...	...	...	...	3·23
Equal to Sodium Chloride			...	...	5·32
Free Ammonia	...	...	...	...	None
Albuminoid Ammonia	...	...	...	...	·0021
Nitrogen as Nitrates	...	...	...	...	Traces
Oxygen absorbed in four hours	...	...	...	...	·0616
Phosphoric Acid	...	...	...	...	Slight traces

REMARKS—This water is very good.

"Malta Water."

					Grains per gallon.
Total Solids	...	...	...	...	42·84
Chlorine	...	...	...	...	1·33
Equal to Sodium Chloride			...	...	2·03
Free Ammonia	...	...	...	...	·0028
Albuminoid Ammonia	...	...	...	...	·0028
Nitrogen as Nitrates	...	...	...	...	Traces
Oxygen absorbed in four hours	...	...	...	...	·0036
Phosphoric Acid	...	...	...	...	Slight traces

REMARKS—This is a fine water, very suitable for drinking, though rather hard.

These samples of water were taken on account of being brown and cloudy in appearance, and in consequence of sickness having existed on board during the voyage.

INFECTIOUS DISEASES.

On Thursday, March 19th, your Inspector inspected the s.s. "Uganda," from La Plata, via London. The Mate reported that the Second Officer sickened December 29th, 1895, and on the 31st was removed to a hospital on shore suffering from Yellow Fever. The vessel was thoroughly fumigated and cleansed, and left La Plata February 10th, 1896, for London, and arrived there March 17th, and left same day for Hull. The crew were found in good health upon the vessel's arrival in Hull.

On Saturday, April 18th, your Inspector inspected the sailing ship "Drumblair," from Portland, Oregon. The Mate reported that the vessel left Barry, April 1st, 1895, for Rio Janeiro, and arrived there May 13th. On June the 25th, one of the crew sickened, and on the 28th another sickened. The two men were removed to a hospital on shore on June 29th, both suffering from Yellow Fever. The vessel was fumigated, disinfected and cleansed, and left Rio, July 2nd, for Portland, Oregon, and arrived there October 27th, and left for Hull, November 25th. On the vessel's arrival at Hull, two chests, and one bag full of effects, were removed to the disinfecting station for disinfection. After being disinfected they were returned to the Board of Trade Department.

On Monday, May 4th, your Inspector inspected the s.s. "Rodney," from La Plata, via Deptford. The Chief Officer informed him that the vessel left Barry, January 10th, 1896, for Rio Janeiro, and arrived February 3rd,

and left February 14th for Buenos Ayres Roads, and arrived February 19th. Left Buenos Ayres Roads February 28th for San Nicholas, and arrived February 29th; left that port March 14th for Port Obligado, and arrived the same day. Left Port Obligado for La Plata, March 17th, and arrived March 19th; left La Plata, March 26th, and called at St. Vincent, April 16th, and left the same day. On April 17th the Master sickened, and died on the 29th from Typhoid Fever, and was buried at sea. The vessel arrived at Portland, April 30th, and was boarded by the Port Medical Officer and Inspector. Under his directions the vessel was fumigated and cleansed, after which the vessel left for Deptford to land cattle, and arrived there May 2nd, and left for Hull the same day.

The water in use on board for drinking purposes was found dirty. Orders were given to empty and cleanse the tanks, which were attended to forthwith.

On Friday, May 29th, at 7-10 p.m., your Deputy Medical Officer of Health and Inspector inspected the s.s. "Vulturno," with a crew of 25 hands all told and 5 passengers, from Alexandria.

The Master informed them that the vessel left Alexandria May 15th, and on the 17th at 6 a.m. the Ship's Carpenter, aged 31 years, sickened with cramps, vomiting, and Diarrhoea, and died the same day at 7-45 p.m., and was buried at sea. Probable cause of death, Cholera. The berth he had occupied had been fumigated, cleansed, and every precaution taken to prevent the spread of the disease. As a further precautionary measure your officials fumigated the berths he had occupied, and suggested the re-painting of the crew's accommodation throughout, which was attended to.

The crew and passengers were medically examined and found in good health, and the vessel received *pratique* and entered the dock.

The names and addresses of the crew and passengers were taken, and the Medical Officers of Health of the various districts to which they were destined were communicated with, stating the facts of the case.

On Tuesday, November 24th, your Inspector inspected the British steamship Talbot, from Smyrna, *via* London, with a crew of 22 hands, all told. The vessel left Smyrna October 25th, when one of the crew sickened, and was landed at Gibraltar November 4th, suffering from smallpox. The vessel was thoroughly fumigated and cleansed, and left November 5th for London, arriving at that port on the 13th, when another of the crew was found suffering from typhoid fever. He was removed to the Hospital for isolation. The water tanks were emptied and cleansed. The vessel was again fumigated and cleansed, leaving London on the 22nd for Hull, where she arrived during the afternoon of the 23rd. The Master produced a medical certificate, which certified the vessel was free from infectious disease.

TYPHOID FEVER—

On the 20th January, at 10 a.m., I inspected the Norwegian barque “The Golden Horn,” from Fablo, Georgia, with a crew of 18 hands, all told, and investigated the cause of sickness of two able seamen, aged 19 and 22 years, suffering from Diarrhoea and Typhoid Fever respectively.

The vessel left Fablo for Hull on the 6th December, 1895.

Six other cases of Typhoid Fever had previously

occurred on board the said ship, of which the following are the detailed particulars :—

The barque arrived at Belfast on the 22nd July, 1895, and a fresh supply of drinking water was taken in for the use of the crew.

The vessel left that port on the 23rd August, for Fablo, all well on board, and arrived on the 25th October.

An A.B., aged 21 years, sickened immediately on leaving Belfast with Typhoid Fever.

A 2nd A.B., aged 20 years, sickened on the 30th Aug., 1895.

A 3rd	„	19	„	„	19th Sep.,	„
-------	---	----	---	---	------------	---

Captain's wife	18	„	„	22nd	„	„
----------------	----	---	---	------	---	---

A 4th A.B., aged 21	„	„	16th Oct.	„
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A 5th	„	20	„	„	16th	„	„
-------	---	----	---	---	------	---	---

The Mate, aged 28	„	„	20th Nov.,	„
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A 6th A.B.,	„	22	„	„	4th Jan.,	1896.
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On arrival at Fablo, and sick patients were visited by a Medical Practitioner, and certified to be suffering from Typhoid Fever.

A fresh supply of drinking water was obtained, previously to which the casks and tanks were cleansed and disinfected, and the forecastles cleansed with carbolic acid.

The two foregoing patients were forthwith removed to the Hospital, and all bedding and clothing, &c., fumigated, and the vessel thoroughly disinfected.

They were discharged convalescent on the 4th and 21st February, 1896.

SMALL POX—

On the 26th March, at 3-30 p.m., I inspected the s.s. "Hasland," from Odessa, with a crew of 21 hands all told, and investigated the cause of sickness of an able seaman, aged 24 years, suffering from Small Pox.

The vessel arrived at Odessa from Licata (Sicily) on the 12th February, and left Odessa for Hull on the 7th March, all well on board.

The foregoing sickened on the 19th March, the rash appearing on the 21st.

He was forthwith removed to the Hospital, and the berth and other portions of the ship he had occupied was stoved and cleansed, and his clothing, together with that of the other seamen, removed for disinfection. He was discharged convalescent on the 8th May.

The names and addresses of the crew were taken, and upon their departure to their various destinations the Medical Officer of Health of the respective districts were communicated with, stating the facts of the case, in order that every precaution might be taken to prevent the spread of disease. Re-vaccination of the crew was advised, but they did not avail themselves of the opportunity.

The vessel left Hull on the 2nd April for Swansea, and arrived at that port on the 5th, when the Captain was found to be suffering from Small Pox. He sickened on the 3rd April, the rash appearing on the 5th.

On the 6th April the Boatswain sickened with Small Pox.

The patients were removed to the Hospital, and the whole of the crew re-vaccinated.

The Captain's wife, who had accompanied him on the voyage, was removed to the Hospital, bathed, re-vaccinated, and her clothing disinfected, and she returned to her home at Barry on the following day. She did not contract the disease.

The Captain died on the 9th April, and the Boatswain made a good recovery, and was eventually discharged from the Hospital convalescent.

No other cases occurred amongst the crew whilst the s.s. "Hasland" was at Swansea, and she afterwards sailed for Catania, from whence a communication was received, stating that on the arrival of the vessel at that port, the crew were all well on board.

A Fireman left Hull for his home at West Hartlepool on the 7th April, and sickened with Small Pox on the 9th, and was removed to the Hospital for isolation.

My thanks are due to the Medical Officers of Health for Swansea and West Hartlepool, for the detailed particulars relating to the foregoing cases, which occurred in their respective districts.

SMALL POX—

On the 20th April, at 9-5 p.m., I inspected the s.s. "Tokio," with a crew of 34 hands all told and seven passengers, from Bombay, upon which two cases of Small Pox had occurred during the voyage.

The vessel left Bombay on the 11th March, all well on board, and arrived at Suez on the 24th April, Port Said on the 25th, Malta on the 30th, and Baullina on the 3rd April, and left that Port on the 10th April for Gibraltar, arriving on the 13th. The vessel left Gibraltar on the same day, and took a Pilot on board on the 19th at Portland, and arrived at Hull on the 20th April.

A Fireman, aged 25 years, sickened on the 25th March with Small Pox, the rash appearing on the 27th. He was removed to the Hospital at Malta on arriving at that Port on the 30th, and the passengers and a portion of the crew were re-vaccinated.

A Fireman, aged 22 years, sickened on the 11th April with Small Pox, the rash appearing on the 12th, and was removed to the Hospital on the arrival of the vessel at Gibraltar on the 13th.

The forecastles had been thoroughly disinfected, and all infected bedding, clothing, &c., destroyed.

I medically examined the whole of the crew and passengers on the arrival of the vessel at Hull, and found all well on board.

The names and addresses of the crew and passengers were taken, and a communication forwarded to the Medical Officer of Health of the respective districts to which they were destined.

TYPHOID FEVER—

On Friday, 24th July, at 7 a.m., your Deputy-Medical Officer inspected the Norwegian barque “Sophie Helene,” from Hayti, bound to Goole. The Master informed him that on June 3rd, whilst the vessel was lying at Hayti, an ordinary seaman, aged 21 years, sickened, and was treated on board by a medical practitioner. The vessel left Hayti June 11th, and on July 1st the man died. Supposed cause of death Typhoid Fever. He was buried at sea on the 2nd. His effects were destroyed, and the berth he had occupied was disinfected and cleansed.

Your Deputy-Medical Officer of Health medically examined the crew. A seaman, aged 18 years, was found suffering from Typhoid Fever, and was forthwith removed to the Hospital for isolation. The vessel was cleansed and disinfected.

SCARLET FEVER—

On Sunday, 26th July, at 5-30 a.m., your Deputy-Medical Officer inspected the steam fishing vessel “Jamaica,” from sea. One of the crew, aged 43 years, was found suffering from Scarlet Fever. The vessel left Hull for the fishing grounds 21st July, the

man sickened on the 22nd, and was seen by a Medical Officer on board the Mission Ship, who ordered him home. He was removed to the Sanatorium for isolation, and the vessel was thoroughly fumigated.

SMALL POX—

On Wednesday, the 11th November, I inspected the s.s. "Eric," and investigated the cause of an outbreak of Small Pox, which had occurred on board that vessel.

The vessel left Sulina on the 23rd October, 25 hands all told, called at Gibraltar on the 2nd November, leaving that port on the following day direct for Hull, where she arrived on the 11th of the same month.

The master reported two firemen and an able seaman, aged 28, 29, and 22 years respectively, sickened after leaving Sulina. One of the firemen complained of sickness, giddiness, and pains in the back on the 31st October, and went off duty; the other fireman did not complain, but had a few pimples on his face and body. The seaman sickened about four days after leaving Sulina.

The Master reported the sickness at Gibraltar, and the crew were medically examined. The two firemen were found to be suffering from Small Pox, and the seaman from Intermittent Fever. All three were removed and detained in Hospital.

The crew had more or less suffered from Diarrhœa since leaving Genoa on the 30th September, where a fresh supply of water was taken. The vessel and effects were disinfected at Gibraltar.

The crew were medically examined on arrival in Hull and all found well. They were all remaining on board ship.

The following Tabulated Statement shews the number of cases of infectious disease admitted into the Hospitals from vessels arriving in the Port, during the year 1888 to 1896, inclusive :—

DISEASE.	1888	1889	1890	1891	1892	1893	1894	1895	1896	Total.
Small Pox	6	...	...	...	4	2	...	...	1	13
Scarlatina	1	...	1	1	...	...	...	...	1	4
Diphtheria .....	...	...	2	...	...	1	1	...	...	4
Measles	1	2	2	3	3	...	...	...	...	11
Typhoid Fever .....	...	2	1	3	1	2	5	...	3	17
Cholera .....	...	...	...	...	2	...	...	...	...	2
Diarrhœa.....	...	...	...	...	8	6	...	...	...	14
Malarial Fever	2	...	...	...	...	...	...	...	...	2
Whooping Cough ...	...	2	...	...	...	...	...	...	...	2
Intermittent Fever ..	...	3	1	...	...	...	...	...	...	4
Erysipelas .....	...	...	...	2	...	1	...	...	...	3
Isolation .....	...	...	...	...	1	...	...	...	...	1
Totals.....	10	9	7	9	19	12	6	...	5	77

EMIGRANTS.

The emigrant-carrying boats have been inspected upon their arrival, and found in a sanitary condition. During the year 1896 23,559 emigrants have passed through the port *en route* to America, as against 22,786 in the corresponding period of 1895.

The following tabulated statement gives the number of emigrants that have passed through the port *en route* to America, *via* Liverpool, during the past 15 years :—

Year.				No. of Emigrants.
1882	...	...	...	64,937
1883	...	...	...	39,994
1884	...	...	...	31,039
1885	...	...	...	31,420
1886	...	...	...	43,523
1887	...	...	...	62,802
1888	...	...	...	75,578
1889	...	...	...	58,076
1890	...	...	...	56,139
1891	...	...	...	63,869
1892	...	...	...	60,508
1893	...	...	...	46,553
1894	...	...	...	19,309
1895	...	...	...	23,786
1896	...	...	...	23,559

PORT OF HULL.

Table showing Number and Tonnage of Vessels which have arrived
during the years 1888 to 1896.

Years.	Number of Vessels.		Total No. of Vessels, Foreign and Coastwise.	Tonnage.		Total Tonnage, Foreign and Coastwise, Inwards.
	Foreign.	Coastwise.		Foreign.	Coastwise.	
1888	3274	2082	5356	2006372	419581	2425953
1889	3367	2148	5515	2079092	431412	2510504
1890	3352	2457	5809	2075336	533297	2608633
1891	3412	2359	5771	2169607	502940	2672547
1892	3506	2447	5953	2222929	526072	2749001
1893	3123	2195	5318	2009383	480016	2489399
1894	3502	2401	5903	2291350	502604	2793954
1895	3162	2364	5526	2236250	473900	2710150
1896	3329	2537	5866	2370024	489545	2859569

PORT OF GOOLE.

Table showing Number and Tonnage of Vessels which have arrived
during the years 1888 to 1896.

Years.	Number of Vessels.		Total No. of Vessels, Foreign and Coastwise.	Tonnage.		Total Tonnage, Foreign and Coastwise, Inwards.
	Foreign.	Coastwise.		Foreign.	Coastwise.	
1888	860	1398	2258	275983	254525	530508
1889	856	1446	2302	267230	280632	547862
1890	858	1356	2214	272225	271088	543313
1891	893	1283	2176	298855	297307	596162
1892	812	1481	2293	281998	331456	613454
1893	931	1111	2042	325040	246197	571237
1894	1426	1230	2656	490238	326367	816605
1895	1315	1098	2413	470344	278019	748363
1896	1443	1104	2547	498067	281286	779353

ABOLITION OF QUARANTINE.

The Public Health Act, 1896, which became law on the 7th August, repeals all the enactments relating to quarantine, in the Quarantine Act, 1825.

The Act of 1896 makes further provision with respect to Epidemic, Endemic, and Infectious Diseases, and gives power to amend regulations made under Section 130 of the Public Health Act, 1875 (Cholera Regulations).

Under the old Quarantine Act, two diseases were nominally dealt with entirely by the Officers of Her Majesty's Customs, namely, Yellow Fever and Plague, and the ancient system of quarantine was supposed to apply to these cases.

Under the powers of the above-named Acts, the Local Government Board have repealed the Cholera Regulations, dated respectively the 28th August, 1890, and the 6th September, 1892, and have issued a General Order dated 9th November, 1896, making regulations which deal with Cholera, Yellow Fever and Plague.

All three diseases will in future be dealt with in exactly the same manner under the extended powers given by these Regulations.

CHOLERA EXPENSES.

At the instigation of your Authority, and with the co-operation of other Port Sanitary Authorities, a deputation from this Authority, accompanied by representatives from Bristol, Cardiff, Colchester, Folkestone, King's Lynn, London, Lowestoft, Middlesbrough, Newcastle-upon-Tyne, Newport (Mon.), Portsmouth, Southampton, and Swansea, waited upon the Chancellor of the Exchequer for the purpose of urging upon him the propriety of paying Cholera Expenses out of the Imperial Exchequer.

The deputation was introduced by Sir Albert Rollit.

The Chancellor of the Exchequer, in replying to the deputation, stated that, as Chancellor of the Exchequer, he was face to face with this difficulty—the matter had been brought before several previous Governments, and the answer had been uniformly in the negative; that having regard to the question itself, he did not see how any other answer could be given; that the following sentence from a letter from Mr. Leonard Courtney, written when he was Secretary to the Treasury, expressed the principle the Treasury had been guided by in this matter:—

“It may be urged that the protection of the Port from infection is in fact a protection of the whole country, which might become infected from that port, and this is no doubt true. But this argument would prevail to throw the cost of all the sanitary regulations everywhere, and whether in the interests of man or beast, or the general tax payer; every point of disease is a possible centre from which it might spread throughout the kingdom, and on the rapid and extensive inter-communication which now exists, this dissemination is a constant danger, but it is not the less universally recognised that the balance of expediency requires that every locality primarily guarded against infection should be primarily responsible for such guard. The precaution against cholera must be treated like the precaution against small pox, or like the precaution against foot and mouth disease among cattle.”

His predecessor, Sir William Harcourt, had declared on this subject, that it would be practically impossible to agree to their request without risk of raising generally from Sanitary Authorities demands that all expenses of

this kind should be put upon the Exchequer ; that he (Sir M. Hicks Beach) could not do anything that would give the slightest countenance to such a position as that ; that he would consider what they had said, and would communicate with the President of the Local Government Board, but he was afraid he could not hold out any hope that he would be able to give any answer beyond what had already been given by previous Chancellors of the Exchequer.

BUBONIC PLAGUE AT BOMBAY.

Special attention has been given to vessels arriving from India ; our communication with that country being through Bombay, Kurrachee and Calcutta.

During the year 15 vessels arrived from Bombay and seven from Kurrachee, whilst 19 vessels left for Bombay and one for Calcutta.

The cargoes imported consisted principally of wheat, rapeseed, linseed, millet seed, bone meal, cotton, hides, carpets and myrabolams.

The majority of the inward vessels previous to visiting Hull, discharged part of their cargo at some Continental Port.

CONGRESS SANITARY INSTITUTE.

The Chairman, Medical Officer of Health and Inspector of Nuisances of your Authority attended the Congress of the Sanitary Institute, held at Newcastle from the 2nd to the 9th September inclusive.

The conference was representative of the important Port Sanitary Authorities.

The following papers were contributed and interesting discussions ensued thereon :—

“ Port Sanitary Administration.”

“ Port Sanitary Regulations and Preventive Measures.”

“ Sanitation on board ship.”

“ Suggested amendments of Port Sanitary Law.”

“ Structural Sanitary Arrangements of Ocean Steamers and Warships.”

I would again in concluding my report draw your attention to the structural defects and insanitary conditions discovered on board vessels — firstly, from dampness to bedding and seamen's effects in crews' quarters, caused by the sweating of ironwork ; secondly, communication between the quarters used by the crew and water-closets ; thirdly, communication between water-closets and places used for the storage of food supplies ; fourthly, the storage of paints in bow lockers ; and fifthly, defective drainage and inefficient ventilation.

I would summarise these from amongst the many of the most important from a public health point of view, which would tend to act injuriously on the health of our seafaring community. Much more would be accomplished if there was more uniformity amongst our Port Sanitary Officials. These nuisances have always received the special attention of your Officials ; and the defects have generally been remedied whilst the vessel has remained within your jurisdiction, and without having recourse to legal proceedings.

With the increased tonnage of vessels it is noticeable that there has not been a corresponding provision in the accommodation for the crews ; and in the building of vessels I would advocate that more attention be directed to the following, namely :—

Increased cubical space for seamen, more efficient lighting and ventilation, the better fitting out of the crew's

accommodation, the covering of the ironwork with such a material as to prevent sweating, the provision of proper lavatory accommodation (including baths) and the placing of the berths further away from the side of vessels.

My thanks are due to Dr. Close, the Deputy-Medical Officer of Health, and to the Port Sanitary Inspector and his Assistant, for their unremitting attention in the performance of their duties. The Collector of Customs, and his various Officials (especially those of the Waterguard, with whom we have been so intimately associated), I must thank for the kind courtesy and assistance which the Officers of your Authority have invariably received. My thanks are also due to the Principal Officer of the Board of Trade, and especially to the Masters and Owners of Shipping for their valuable assistance and co-operation in enabling me to carry out the various duties devolving upon the administration of the Port Sanitary Authority.

I am, Gentlemen,

Your obedient servant,

J. WRIGHT MASON,

Medical Officer of Health.

